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- ORR, J. *Agriculture in Berkshire*. (London: Humphrey Milford. 1918. 8s. 6d.)
- SNIDER, L. C. *Agriculture in Oklahoma*. Bull. 27. (Oklahoma City: Geological Survey. 1917.)
- WHITE, A. V. *Fishways in the inland waters of British Columbia*. (Ottawa: Commission of Conservation. 1918. Pp. 14.)
- WILLARD, R. E. *A farm management study of cotton farms of Ellis County, Texas. A statistical study of the investment in land and equipment, cost of operation and of production of crops, and income from different types of tenure in 1914*. Dept. Agri. Bull. no. 659. (Washington: Supt. Docs. 1918. Pp. 54. 10c.)
- WOLFF, H. W. *The future of our agriculture*. (London: King. 1918. 12s. 6d.)
- The cost of cotton production, season 1917-18*. (Philadelphia: H. F. Bachman & Co. 1918. Pp. 27.)
- The international movement of fertilisers and chemical products useful to agriculture*. (Rome: Intern. Inst. Agri. 1918. Pp. 86.)
- Report of the ninth annual meeting of the Commission of Conservation, Canada, held at Ottawa November 27, 1917*. (Ottawa: Commission of Conservation. 1918. Pp. 282.)
- United States Food Administration policies and plan of operation with reference to wheat, flour, and bread*. (Washington: Food Admin. 1917. Pp. 171.)
- Yearbook of the United States Department of Agriculture, 1917*. (Washington: Supt. Docs. 1918. Pp. 853. \$1.)

Transportation and Communication

NEW BOOKS

- CLAPP, E. J. *Railway traffic*. (New York: Alexander Hamilton Inst. 1918. Pp. xvi, 349.)
- CRENNAN, C. H., editor. *War adjustments in railroad regulation*. (Philadelphia: Am. Acad. Pol. & Soc. Sci. 1918. Pp. x, 333.)
- DIXON, F. H. and PARMELEE, J. *War administration of the railways in the United States and Great Britain*. Preliminary Economic Studies of the War, edited by D. KINLEY. Carnegie Endowment for International Peace. Division of Economics and History. (New York: Oxford University Press. 1918. Pp. x, 155. Paper bound.)
- This account was prepared toward the close of last year. It represents, therefore, the period during which the railways of the United States were still under private management and before the government had decided to take over their operation, and was intended to afford a comparison of the results obtained under government management in England with those obtained in this country under the direction of the Railroads' War Board, a voluntary organization

created by the railways themselves. Government operation of the railways of the United States having intervened while the monograph was on the press, it now affords interesting data for comparison of the results obtained under the direction of the Railroads' War Board with those which will be developed under the Railroad Administration, and also gives an interesting account of the methods adopted for dealing with the transportation problem in England which differ materially in important aspects from the plan which was adopted by the government in this country.

The part of the work for which Dr. Parmelee is responsible describes the very high degree of efficiency attained in Great Britain since the beginning of the war under a law which had been on the statute books since 1871. This provided for the method of railway management in case of war and for the financial arrangement under which the railways should be operated. The organization of railway executives which is now operating the British railways had been in existence since 1896. On the other hand, the part prepared by Professor Dixon shows that in the United States no preparation had been made for railway participation in the war until a few months before our entrance into it, beyond such experience as was carried over from our failures in the Spanish-American war and from our transportation of militia to the border in the summer of 1916. It outlines the methods of voluntary coöperation adopted by our railways in the absence of any government transportation policy, shows the remarkable degree of success which was attained in many respects under the plan adopted, and also explains some of the defects of the plan and the obstacles to the attainment of the highest degree of efficiency which eventually led to the decision of the government to undertake the complete unification and coördination of the railway facilities in its own hands.

The authors say that the monograph is subject to all the limitations that arise when one attempts to write history contemporaneously and that they have attempted nothing beyond a simple narrative without attempting prophecy or conclusions. Greater opportunity for conclusions will be afforded after the United States Railroad Administration has been in charge long enough to make a record which may be fairly compared with that of the roads under private management and with that of the British railways. The reader who is keeping in touch with the present situation in this country will be especially interested to compare the plan by which the government has assumed complete control, to the exclusion of the corporations that have formerly managed the railway properties, and has completely reorganized them, with the British method of leaving the operation of the lines in the hands of a committee of their officers by making the latter official representatives of the government at the time the government assumed the financial responsibility.

H. F. LANE.

JOHNSON, E. R. and HUEBNER, G. G. *Principles of ocean transportation*. (New York: Appleton. 1918. Pp. xxi, 505. \$2.50.)

It is rare that a book is produced which so fully meets the demands of scholar and business man; and this new edition of it will be welcome. The book contains material that brings it up to date as to wartime conditions and enables the reader to get an indication of the future that awaits us in an age of governmental control of commerce by sea. It is divided into four main parts. First a description is given of the ocean transportation system—carrier, ocean routes, canals, vessel measurements, ocean ports and terminals. It is an anatomy of the ocean carrying trade; the way it is built. The way it works is described in part II, The ocean transportation service. Ocean freight, passenger, mail, and express services, agencies, and methods are explained, as well as the shipping documents and records involved. There are numerous facsimiles of these documents as well as of marine insurance papers including the new war risk insurance.

Part III deals with the organization of ocean commerce, the relation of carriers with one another and the public. The authors explain the facts of competition in the tramp service, monopoly in the liner service, with the consequent effects on passenger and freight rates. The elements affecting ocean rates are detailed and the possibilities and limitations of coöperation between rail and ocean carriers are made clear. Tables and diagrams of freight rates with their fluctuations are given.

Part IV treats of government aid and regulation of ocean commerce. Aid consists of subsidies to ship construction and operation and the free or semi-free offer of terminal facilities. In this section are included the subjects of merchant marine, shipbuilding, port and terminal charges, navigation laws, the new legislation creating the Emergency Fleet Corporation and the Shipping Board, with its new powers over rates and combinations of ocean carriers. There is a plea against the policy of permanent government operation of ships and a demand that the path of private initiative be not blocked.

E. J. CLAPP.

MACELWEE, R. S. *Ports and terminal facilities*. (New York: McGraw-Hill. 1918. Pp. ix, 315. \$3.)

Government control and operation of railroads. Hearing before the Committee on Interstate Commerce, United States Senate, Sixty-fifth Congress, second session, parts 1 to 7, inclusive. (Washington: Supt. Docs. 1918. Pp. 1338.)

Summary of railway returns, year ending December 31, 1917. Railways having annual operating revenues above \$1,000,000. Consecutive no. 128. Miscellaneous series no. 31. (Washington: Bureau of Railway Economics. 1918. Pp. 15.)

Trade, Commerce, and Commercial Crises

The Chicago Produce Market. By EDWIN GRISWOLD NOURSE. Hart, Schaffner and Marx Prize Essay, XXV. (Boston: Houghton Mifflin Company. 1918. Pp. 289. \$2.25.)